Appendix I-2

Noise Technical Memorandum for the
Pacific Specific Plan Project Alternative

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MEMORANDUM

To:	City of San Marcos
From:	Connor Burke, INCE.
Subject:	Reduced Pacific Specific Plan Project Alternative
Date:	January 4, 2024
Attachment(s):	A: Noise Technical Report for the Pacific Project, November 2022

This memorandum summarizes potential noise and vibration impacts associated with the Reduced Pacific Specific Plan Project Alternative, the revised 299-unit residential development project plan for the Pacific Project, in comparison to the previous 449-unit project. This assessment utilizes City of San Marcos (City) significance thresholds that are comparable to those relating to noise and vibration assessment in Appendix G of the California Environmental Quality Act Guidelines (14 CCR 15000 et seq.).

The following analysis refers to the Noise Technical Report we prepared for the Pacific Project dated November 2022 (Attachment A) and compares the anticipated noise and vibration impacts from the revised 299-unit project to the previous 449-unit project.

1 Impact Discussion

1.1 Short-Term Construction

The revised project would eliminate the apartment units previously proposed in the northeastern portion of the site, reducing the overall residential unit count from 449 to 299 units. This reduction in the development footprint and scale of construction would likewise proportionally reduce demolition, grading, and building construction noise generated on-site. The technical analysis of the previous 449-unit project concluded construction noise impacts would be less than significant with construction occurring during allowable daytime hours. The revised 299-unit project confined to the remaining portions of the site would likewise generate construction noise within acceptable levels. Construction noise impacts would be reduced compared to the previous project and remain **less than significant** without need for additional mitigation.

1.2 Roadway Traffic Noise

The reduction in project units from 449 to 299 would proportionally decrease the amount of traffic added to nearby roadways. With 150 fewer units, the project vehicle trip generation would be reduced by approximately 33% (assuming consistent trip generation rates per unit). Traffic noise levels increase logarithmically in relation to the actual traffic volume. Therefore, a 33% reduction in project traffic volumes would correspond to approximately a 1

dB decrease in traffic noise levels generated by the project. The traffic noise analysis for the 449-unit project did not identify any significant impacts at sensitive receptors. The incremental 1 dB reduction in traffic noise for the smaller 299-unit project reaffirms that this impact would remain **less than significant** and marginally improved compared to the prior project site plan.

1.3 Stationary Operations Noise

With fewer residential units proposed, stationary noise sources associated with building operations, such as HVAC systems, would likewise be reduced compared to the previous project. Stationary noise impacts associated with the 449-unit project were found to be less than significant. The smaller 299-unit project would further reduce stationary noise levels and this impact would remain **less than significant.**

1.4 Conventional Construction Activity Vibration

The overall reduction in project scale and concentration of construction activities within the remaining project site areas would result in similar vibration levels compared to the previous project. Construction vibration impacts associated with the 449-unit project were found to be less than significant at nearby sensitive receptors. The 299-unit project would generate similar vibration levels that would remain below thresholds for human annoyance and building damage. Vibration impacts would be similar to the previous project and **less than significant** without mitigation needed.

2 Conclusion

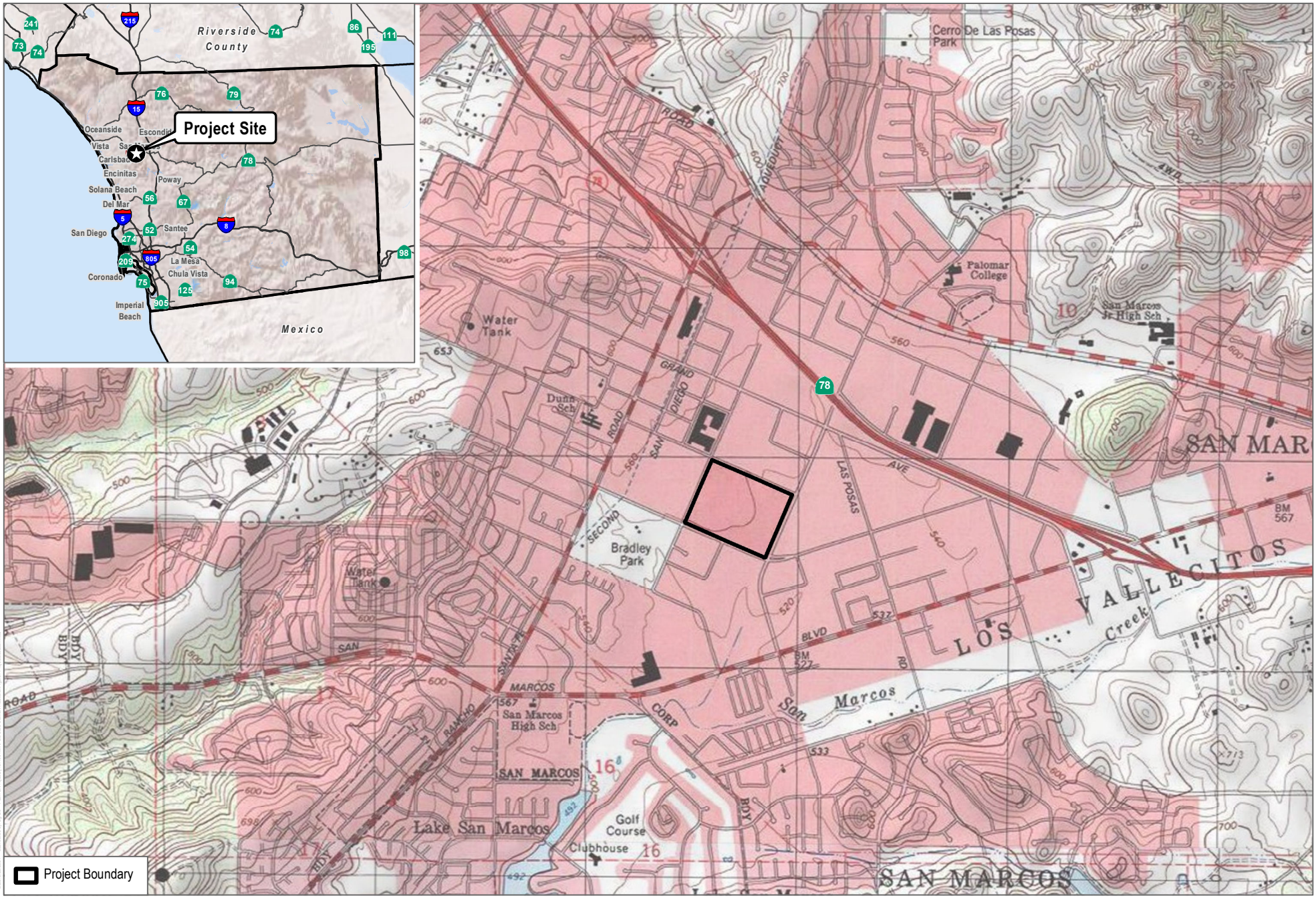
In summary, the reduction in project units from 449 to 299 would proportionally decrease construction and operational noise levels, as well as groundborne vibration generated by the project. The noise and vibration analyses conducted for the previous 449-unit project did not identify any significant impacts. The revised 299-unit project would further reduce the projected noise and vibration levels. Impacts would remain less than significant and no additional mitigation measures are necessary beyond what was identified for the previous project.

This technical memorandum appends the previous Noise Technical Report dated November 2022 prepared for the original 449-unit project. The memorandum demonstrates the revised 299-unit project would have reduced noise and vibration impacts compared to the previous project.

Should you have any questions, comments, or suggestions on how this memo could better suit your needs, please do not hesitate to contact me at cburke@dudek.com.

Sincerely,

Connor Burke, INCE
Environmental Noise Specialist



SOURCE: USGS 7.5-Minute Serues San Marcos Quadrangle

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0 1,000 2,000 Feet

FIGURE 1

Project Location

Pacific Specific Plan

RESIDENCES		299 HOMES
GROSS SITE AREA		33.229 ACRES (13.257 ACRES NET(39.9%))
GROSS DENSITY		8.99 DU/AC (22.55 DU/AC NET)

ROWHOMES - LOT 1

23	2BD/2BA	1,200 SF
23	3BD/3BA	1,310 SF
26	3BD/3.5BA	1,736 SF
29	4BD/3.5BA	1,890 SF
101	4.419 AC =	22.86 DU/AC

PARKING SUMMARY PER CA 65915

2&3 BD	72 X 1.5 =	108 SPACES
4 BD	29 X 2.5 =	73 SPACES
TOTAL REQUIRED		181 SPACES
TOTAL PROVIDED		234 SPACES* (32 OPEN/202 PRIVATE GARAGES)

*NOTE: RECIPROCAL ACCESS & PARKING AGREEMENT BETWEEN LOTS 1,2 & 3
(LOT 1 EV = 234 SP X 5% = 12 EV LEVEL 2 CHARGERS INSTALLED)

PRIVATE OPEN SPACE	REQUIRED	PROVIDED
101 X 50 SF	5,050 SF	6,939 SF
COMMON OPEN SPACE	REQUIRED	PROVIDED
GROUND FLOOR SF X 30%	12,965 SF	
TOT LOT (1:25 DU) 4X400 SF	1,600 SF	
PLAYGROUND	800 SF	
TOTAL	15,365 SF	40,876 SF

VILLAS - LOT 2

59	2BD/2BA	1,232 SF
24	3BD/2.5BA	1,486 SF
24	3BD/3BA	1,832 SF
107	4.583 AC =	23.12 DU/AC

PARKING SUMMARY PER CA 65915

2&3 BD	107 X 1.5 =	161 SPACES
TOTAL REQUIRED		161 SPACES
TOTAL PROVIDED		248 SPACES* (34 OPEN/214 PRIVATE GARAGES)

*NOTE: RECIPROCAL ACCESS & PARKING AGREEMENT BETWEEN LOTS 1,2 & 3
(LOT 2 EV = 246 SP X 5% = 13 EV LEVEL 2 CHARGERS INSTALLED)

PRIVATE OPEN SPACE	REQUIRED	PROVIDED
107 X 50 SF	5,350 SF	6,125 SF
COMMON OPEN SPACE	REQUIRED	PROVIDED
GROUND FLOOR SF X 30%	16,036 SF	
TOT LOT (1:25 DU) 5X400 SF	2,000 SF	
PLAYGROUND	800 SF	
TOTAL	18,836 SF	22,874 SF

ROWHOMES - LOT 3

10	2BD/2BA	1,200 SF
10	3BD/3BA	1,310 SF
16	3BD/3.5BA	1,736 SF
10	4BD/3.5BA	1,890 SF
46	2.474 AC =	18.59 DU/AC

PARKING SUMMARY PER CA 65915

2&3 BD	36 X 1.5 =	54 SPACES
4 BD	10 X 2.5 =	25 SPACES
TOTAL REQUIRED		79 SPACES
TOTAL PROVIDED		106 SPACES* (14 OPEN/ 92 PRIVATE GARAGES)

*NOTE: RECIPROCAL ACCESS & PARKING AGREEMENT BETWEEN LOT 1,2 & 3
(LOT 3 EV = 106 SP X 5% = 6 EV LEVEL 2 CHARGERS INSTALLED)

PRIVATE OPEN SPACE	REQUIRED	PROVIDED
46 X 50 SF	2,300 SF	3,210 SF
COMMON OPEN SPACE	REQUIRED	PROVIDED
GROUND FLOOR SF X 30%	5,805 SF	
TOT LOT (1:25 DU) 2X400 SF	800 SF	
PLAYGROUND	800 SF	
TOTAL	7,405 SF	33,635 SF

AFFORDABLE - LOT 4

UNIT MIX

8	STUDIO/1BA	512 SF
21	1BD/1BA	625 SF
4	2BD/1BA	900 SF
12	2BD/2BA	924 SF
45	1.781 AC =	25.82 DU/AC

PARKING PROVIDED PER CA 65915

29 X 1.0 SP/DU =	29 SPACES
16 X 1.5 SP/DU =	24 SPACES
TOTAL REQUIRED	53 SPACES
TOTAL PROVIDED	80 SPACES

(LOT 4 EV = 80 SP X 5% = 4 EV LEVEL 2 CHARGERS INSTALLED)

PRIVATE OPEN SPACE	REQUIRED	PROVIDED
45 X 50 SF	2,250 SF	2,908 SF
COMMON OPEN SPACE	REQUIRED	PROVIDED
GROUND FLOOR SF X 30%	2,729 SF	
TOT LOT (1:25 DU) 2X400 SF	800 SF	
TOTAL	3,529 SF	17,780 SF

TOTAL EV = 60 SP X 5% = 3 EV LEVEL 2 CHARGERS INSTALLED
(PROJECT SHALL MEET THE MINIMUM CGBSC STANDARDS FOR EV CHARGING FOR NEW CONSTRUCTION AT TIME OF PERMIT APPLICATION)

NOTE: AC UNITS TO BE SCREENED FROM PUBLIC ROW

SOURCE: Summa Architecture, 2024

FIGURE 2

Reduced Pacific Specific Plan Project Alternative

Pacific Project EIR

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